

REGULAR COUNCIL MEETING
JULY 12, 2018

The Council meeting was held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware, on July 12, 2018.

1. CALL TO ORDER: Mr. John Sisson, Council Chair, opened the meeting at 6:30 p.m.

2. ROLL CALL:

Members present:

Drew Boyce, representing Jennifer L. Cohan, DelDOT Secretary of Transportation
Rich Hall, representing New Castle County Executive, Matthew Meyer
Connie Holland, Delaware Governor's Appointee
Herb Inden, representing City of Wilmington Mayor, Michael S. Purzycki
Heather Murphy, Maryland Governor's Appointee
Eric Sennstrom, representing Cecil County Executive, Alan McCarthy
John Sisson, Delaware Transit Corporation Chief Executive Officer
Michael Spencer, representing New Castle County Municipalities

Members absent:

Mayor Robert Alt, representing Cecil County Municipalities

Guests, Observers:

Anne Brown, DelDOT
Charlanne Thornton, DelDOT

Staff members:

Dan Blevins, Principal Planner
Janet Butler, Administrative Assistant
Heather Dunigan, Principal Planner
Sharen T. Elcock, Executive Assistant
Bill Swiatek, Principal Planner
Jacob Thompson, Transportation Planner
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

3. MINUTES:

The May 3, 2018 meeting minutes were approved.

ACTION: On motion by Mr. Spencer seconded by Mr. Hall the Council approved the May 3, 2018 Council Meeting Minutes.

Motion passed.

(7-12-18-01)

4. PUBLIC COMMENT PERIOD:

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

5. Chairperson's Report:

Mr. Sisson said on July 2, 2018, the Delaware Transit Corporation (DTC) got approval by Wilmington City Council for rezoning the Wilmington Transit Center. DTC expects to break ground in the fall. Mr. Sisson also said by July 26, 2018, DTC will be releasing a Mobile Fare Payment App statewide, with visual validation, and later phases will include a validation meter. Mr. Sisson also expects to pilot this program at Delaware's beach areas.

- Council Member's Reports:

Ms. Holland said the Population Bill did not go through at the Delaware Legislative Session. Although it did not get done, everyone assures me that it will get done.

Mr. Inden said the Wilmington Comprehensive Plan is going well, and they have established the future Land Use Goals and Objectives. Items that are coming up for the City Council's approval includes the annexation of the 76-er's facility and ballfield in South Wilmington. In addition, there are some zoning code modifications.

Mr. Boyce said there is an increase in municipal street aid by a million dollars, and we got some Title 30 changes through that helped clarify the use of the funds and open up the funding for different planning studies. A memo will be coming from DelDOT in the next few weeks.

Mr. Hall said the New Castle County Council met on Tuesday night and approved the Unified Development Code (UDC) Updates. These updates include two draft ordinances for modernization of landscaping design, and site design requirements. He said they will increase parking in some areas. New Castle County will then move to Phase III of the UDC, which will include policy-level, substantive changes. New Castle County also hopes to reform the Level of Service (LOS) requirements.

6. Executive Director's Report – Ms. Zegeye shared the following events and information:

- Staff participated in the Safety Day event at Elbert/Palmer Elementary School and the Southbridge Wetland Park Open House.
- Staff attended the Mid-Atlantic Regional Metropolitan Planning (MPO) Roundtable in Baltimore, Maryland.
- Staff attended the Delmarva Freight Summit on June 20, 2018.
- Held a Wilmington Initiatives (WI) Open House, twelve projects for the City of Wilmington were presented, and the event was very well attended.
- Staff participated in the Maryland MPO Roundtable Conference Call.
- The 12th Street Connector Community Visioning Public Workshop was held on June 25, 2018.
- A Route 9 Master Plan Public Workshop was held on June 25, 2018 and the Route 9 Master Plan Monitoring Committee will meet on July 17, 2018.
- The East 7th Street Peninsula project Visioning Public Workshop was held on June 26, 2018.
- Staff will attend the Chester County Planning Commission Coordination meeting next week.
- Staff will participate in the Southbridge Weekend Festival on July 21, 2018, in Wilmington.

- The U.S. 202 Corridor Master Plan Public Information Session will be held on July 25, 2018, from 6:00 p.m. to 8:00 p.m., at the Talleyville Firehall (a flyer was distributed).
- Staff will exhibit at the 55+ Lifestyles Expo at Elkton High School on August 9, 2018.
- Staff is supporting the development of a climate resilience plan for the City of Wilmington and a sustainability plan for the City of Newark.
- The Delaware 2018 American Planning Association (APA) Conference will be held October 23-24 at Rehoboth Beach, Delaware.
- Staff has been working on the Newark transit survey of transit riders, business organizations, and residents.
- Whitman, Requardt, and Associates (WRA) were selected to develop a master plan for Southern New Castle County project.
- WILMAPCO received an award of \$60,000 from the Delaware State Transportation Innovation Council (STIC) for the 2050 RTP Public Outreach Plan, which is an 80/20 match. Ms. Zegeye thanked DelDOT for the cash contribution.
- The deadline is October 1, 2018 for both Delaware and Maryland DOTs to submit performance measure targets for the National Highway System (NHS), Freight, Congestion Management and Air Quality (CMAQ), as well as Pavement and Bridge Conditions.
- The deadline is November 16, 2018 for MPOs to submit performance measure targets. WILMAPCO will adopt the state measures.
- A Memorandum of Agreement (MOA) was signed between WILMAPCO and DelDOT that includes performance measures and the master agreement. An MOA was also signed between WILMAPCO and MDOT for performance measures.
- WILMAPCO's end-of-the fiscal year June 2018 report indicates that the budget includes several projects that are not complete, which will result in the September amendment to the FY2019 UPWP.
- Ms. Zegeye referred to the hand-outs in the Council packet regarding the FY2019 UPWP approval process (**Attachment A**). On May 31st Federal Highway Administration has concurred on the New Castle County portion of the UPWP. The Cecil County portion was not approved until June 25th, however, because of \$7,000 worth of in-kind service issues. Unfortunately, approximately \$50,000 was spent in justifying the in-kind services, due to the various changes in federal policies.

7. Public Advisory Committee (PAC) Report:

Ms. Zegeye said the PAC met on June 18, 2018. Mr. John Flaherty discussed his participation in a coalition to re-establish bus service at Rodney Square, and he will present additional information at the next PAC meeting. Staff presentations included the 2050 Regional Transportation Plan; Elkton Pedestrian Plan; and 2018 Public Opinion Survey.

8. Technical Advisory Committee (TAC) Report:

Ms. Dunigan said the TAC met on May 17, 2018. Action items included a report from the nominating committee, and TAC elected Mr. David Dahlstrom for TAC Chair and Ms. Lauren DeVore for Vice Chair. In addition, the TAC recommended amendment of the FY 2018-2021 TIP to increase funding for the grouped Highway Safety Improvement Program (HSIP), New Castle County project. Staff presentations included the 2018 Public Opinion Survey, 2050 Regional Transportation Plan Update, and Route 9 Master

Plan Implementation Update. At the June 21, 2018 meeting, the TAC recommended endorsement of the Elkton Pedestrian Plan and approval of the Cecil County Project Prioritization for the FY 2019 Transportation Alternatives Program (TAP). Staff presentations included the 2050 Regional Transportation Plan Update and New Castle County Bicycle Plan Update.

ACTION ITEMS:

9. To Amend the FY 2018-2021 Transportation Improvement Program (TIP)

Ms. Dunigan said this amendment is for a funding increase of \$6.6 million for the grouped Highway Safety Improvement Program (HSIP), New Castle County project to reflect revised construction estimates.

ACTION: On motion by Mr. Spencer seconded by Mr. Boyce the Council amended the FY 2018-2021 Transportation Improvement Program (TIP).

Motion passed.

(7-12-18-02)

10. To Release the Proposed Amendments to the FY 2019-2022 Transportation Improvement Program (TIP), including use of CMAQ, STP, TAP and Transit Urbanized Area and Transit 5310 Funds for FY 2019, for Public Comment

Ms. Dunigan distributed the draft FY 2019-2022 TIP amendment spreadsheet and DeIDOT federal funding proposal letter (**Attachment B**). She said the spreadsheet compares the TIP adopted in March 2018 with the proposed amendments.

Ms. Charlanne Thornton said the revenues for DeIDOT are stable, and are based on revenues that came into the Transportation Trust Fund. There is a 1% projected growth rate from 2018-2019. Toll revenues performed well. The projection for the Transportation Trust Fund is \$580 million, which is 1.3% increase since last year.

The final Bond Bill request for FY 2019 was \$631.3 million, which is an increase of \$63 million from last year. Grants and Allocations increased by \$10.6 million. There is a new \$5 million pilot program for subdivision street paving. The Community Transportation Fund (CTF) has been increased by \$4.6 million. The Transit Systems authorization request funding decreased, due to the authorization for the Claymont Train Station. Additional funding levels for other Transit programs remained consistent.

Support Systems increased by \$10 million. Road Systems request increased by \$1 million, due to the upcoming Rehabilitation Project for I-95. Bridge Programs that increased by \$20 million. Paving, Maintenance, and Materials also increased. The Capital Program for New Castle County is \$250 million in FY 2019 excluding U.S. 301. There is continued investment in the Highway Transportation Investment Program Funding, including \$20 million in New Castle County.

Ms. Thornton also referred to DeIDOT's federal funding letter dated July 12, 2018. She said there are \$21 million allocated for Surface Transportation Block Grant (STBG) Program, \$23 million for FTA Urbanized Area funds, \$9.8 million for Congestion Mitigation/Air Quality (CMAQ), \$587,943 for FTA Elderly and Persons with Disabilities (5310), and \$2.2 million for the Transportation Alternatives Program (TAP).

Ms. Dunigan reviewed the FY 2019-2022 TIP Amendment spreadsheet, in the far right column, the green highlights indicate increases and red highlights indicate decreases in

funding. She noted that Municipal Street Aid has been increased by one million dollars each year. She added the CMAQ projects will be reviewed with the Air Quality Subcommittee (AQS) and Technical Advisory Committee (TAC). Staff is still waiting for the Statewide Bike/Pedestrian improvements grouping and Transportation Alternatives Program (TAP) projects' grouping.

On September 5, 2018, a joint DelDOT and WILMAPCO Public Workshop will be held at the Newark Library, from 4:00 p.m. to 7:00 p.m. Staff has extended the public comment period due to PAC's concerns that the end of the public workshop is too close to the end of the public comment period. Therefore, the public comment period is July 23-September 13, 2018.

Public outreach includes the public workshop, E-News and Transporter publicity; advertisements in the News Journal; and radio broadcasts. Ms. Dunigan encouraged attendees to get the word out in their jurisdictions regarding the WILMAPCO FY 2019-2022 TIP and public workshop.

ACTION: On motion by Mr. Inden seconded by Mr. Spencer the Council Released the Proposed Amendments to the FY 2019-2022 Transportation Improvement Program (TIP), including use of CMAQ, STP, TAP and Transit Urbanized Area and Transit 5310 Funds for FY 2019, for Public Comment.

Motion passed.

(7-12-18-03)

11. To Endorse the Elkton Pedestrian Plan

Mr. Thompson distributed a letter from Mayor Robert Alt that includes the Town of Elkton's endorsement of the Pedestrian Plan (**Attachment C**). Mr. Thompson said the Elkton Pedestrian Plan was reviewed by the Steering Committee and was released for public comments. A few minor changes were made. The draft of the plan was endorsed by the TAC on June 21, 2018. Public outreach included two public workshops, public surveys online and on paper, a session at the Elkton Middle School, advertisements via flyers, internet, and U.S. mail, and radio broadcasts.

On page 21, The Prioritized Recommendations include Town-Wide Recommendations and Road Improvements. On page 22-24 the Town-Wide Recommendations are listed, which include 1) Complete or repair existing sidewalks; 2) Install or upgrade curb ramps to meet ADA standards; 3) Mark crosswalks; 4) Improve lighting; 5) Resume passenger service to the Elkton Train Station, which helps to complete the "Train to Main" goal, and envisions a walkable corridor from the Train Station to Main Street; 6) Encourage mixed-use and infill development.

Page 20 shows a map of infrastructure recommendations. Page 25-34 discusses additional road improvements located on 1) Bridge Street; 2) Bridge Street intersections; 3) Howard Street; 4) Delaware Avenue (MD-7); 5) Meadow Park and Big Elk Mall; 6) Route 40; 7) Route 40 intersections; 8) Elkton Heights; and 9) Additional road improvements with lower priorities include Elkton Road; Red Hill Road; Delancy Road; and Muddy Lane.

Next steps are to complete infrastructure improvements on town, county, and state roads within Elkton's boundaries, which will require coordination between these three levels of government to ensure the goals of the Elkton Pedestrian Plan are achieved and to maintain a connected pedestrian network across jurisdictional boundaries. On page 35

two charts show more details about the Town-Wide Recommendations and Road Improvements. On page 36 a map emphasizes ownership of roads in The Elkton Pedestrian Plan.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Spencer the Council endorsed Elkton Pedestrian Plan.

Motion passed.

(7-12-18–04)

PRESENTATION/DISCUSSION ITEMS:

12. 2050 Regional Transportation Plan (RTP) Update

Mr. Swiatek said WILMAPCO's 2050 RTP plan includes goals, objectives, and actions. It also includes major transportation constrained and aspirational projects, which are updated every four years. The 2050 update is due in March 2019.

From May 2018-March 2019, the 2050 RTP schedule of key tasks includes review of the Progress Report and Public Opinion Survey; develop the goals, objectives, and actions; complete agency outreach, develop project lists, complete air quality conformity reviews, conduct public outreach, document refinement, conduct a second round of public outreach, and adopt the RTP.

The 2050 RTP overall goals are: 1) Support Sustainable Economic Development and Goods Movement, 2) Efficiently Transport People, and 3) Improve Quality of Life. Under each goal are objectives, and under objectives the actions are listed.

Staff completed evaluations of the actions from the 2040 RTP Update in the 2017 Regional Progress Report. Red actions are those that need more work and represented 21% of the actions; yellow indicators require less work and made up 29% of the actions; and green actions are those that have already been done well, which were 50% of the actions in the 2040 RTP Update.

One example of a red action, which needs more work in the 2050 RTP, is Encourage Increased Density and Future Growth in Center and Core Transportation Areas (TIAs). For the 2050 RTP, it is proposed to shorten this to "Growth in Center TIAs" and, concurrently, expand the number of Centers both within and outside municipalities, such as the North Claymont Area and Route 202 Corridor.

A yellow action that needs work is Support High-Technology Transit and Highway Projects. This action is proposed to become more detailed and focused in the 2050 RTP to include: support high technology transportation projects, improve transit system performance, consider autonomous and connected vehicle future in all WILMAPCO studies, and support autonomous vehicle preparation and testing, and fund infrastructure to support use of our regional transportation network by connected and autonomous vehicles.

Other key draft action changes include strengthening sub-regional plans by: requiring public participation; planning for complete streets; natural and cultural resource protection and multimodal connectivity, healthy and affordable foods, employment, and services in all studies. In addition, another action would have WILMAPCO using its prioritization process for selecting projects for funding as well as the Transportation Alternatives Program (TAP) and CMAQ processes.

Performance measures are mostly unchanged since the 2017 Progress Report. Staff will add the Federal Performance Measures, and possibly include a target in the TIP for preservation spending, and include trail count data, and public transit fares to support performance measurement.

Project lists are being developed via early agency coordination and new projects from sub-regional plans. Next steps include finalize the project list, provide technical scores, conduct agency outreach, and complete technical assessments, and early public outreach.

Mr. Blevins referred to the map of the Draft 2050 RTP Transportation Investment Areas (TIAs) (**Attachment D**). He said the TIAs are the basis for where the various types of transportation investments should be made within the region. They draw the relationship between land use and transportation and provide input in the TIP project prioritization process criteria.

Mr. Blevins continued we look at land use factors, state strategies, and priority funding in Maryland, and bike/pedestrian. Then, we link them and put them all in a singular map. Tweaks were made to the Transportation Investment Areas (TIAs) based on newer data. The City of Wilmington now stands as an “Urban Center”, with other municipalities designated as “Centers.” There was consensus to merge the Urban Center and Center categories, as well as to identify appropriate Centers within the non-municipal Core areas in New Castle County. The matrix on the map includes the following categories of projects suitable for each investment type: 1) Center, 2) Core, 3) Developing, 4) Community, and 5) Rural.

Mr. Blevins also said we also looked at the traffic volumes, congestion management data, and identified corridors. In addition, we looked at deficient travel speeds, deficient intersections; and the pedestrian priority networks.

Mr. Hall asked what the next steps are regarding the scenarios in the region. On the general map, for example, Middletown was labeled as a Center, and some of the parts of Newark should be considered suburban and others should be considered urban. We have talked about the scale, and the various options that are appropriate.

Mr. Blevins explained we are looking at the different towns regarding are Rising Sun and Elkton the same, or are Newark and Delaware City the same, and that starts getting into the definitions and project appropriateness. We have up to five classifications instead of three; however, we could even have seven; therefore, we need to decide which ones are appropriate so that we don’t have too many of them.

Mr. Hall asked what are the practical effects of one versus another within WILMAPCO’s process and how does it relate to DelDOT’s. Mr. Blevins replied it relates to a larger scale, and more importantly with the WILMAPCO project prioritization process, what the weighting is for the projects.

Mr. Boyce responded DelDOT has looked at the WILMAPCO’s prioritization and worked with the municipalities. He added one of the things we need to be careful of is that the system has to provide links to the Centers, so it is important we don’t lose focus and be sure to make those linkages between economic centers and towns. As a Council we need to look at the prioritization to see what makes sense for an area.

Ms. Holland added this year Delaware will review the state strategies and possibly refine the process. Ms. Zegeye said staff will hold meetings with Council members and work out the details of the draft 2050 RTP.

13. New Castle County Bicycle Plan Update

Ms. Dunigan said the purpose of the New Castle County Bicycle Plan is to build upon past planning such as the Blueprint for a Bicycle-Friendly Delaware, 2005 Delaware Bicycle Facility Master Plan, First State Trails and Pathways, Future Trails and Pathways in Northern Delaware Coalition, and local and corridor plans. In addition, the plan will help to collaborate with local/county government and bicycle/trail stakeholders on better safety, access and comfort, prioritization of improvements, and programs and policies for education, enforcement, and encouragement.

The plan will identify goals/objectives, review existing conditions, recommend an on-road and off-road network based on community feedback and best practices, identify programs and policies, and develop recommendations for prioritization and evaluation.

The New Castle County Bicycle Plan's suggested vision is the same as the Blueprint for a Bicycle-Friendly Delaware's vision. Draft objectives include: 1) Identify bicycle transportation network; 2) Provide equitable bicycle access to transit; 3) Encourage bicycle parking and other end-of-trip facilities; 4) Improve safety through design, maintenance, and enforcement; 5) Incorporate bicycle elements into land use planning; and 6) Develop implementation and evaluation of the plan.

Ms. Dunigan reviewed examples of the existing conditions analysis, including crash locations, prior plans trails inventory (Delaware State Parks); and level of traffic stress (DelDOT).

She noted that a variety of bicycle facility types will be considered including shared roads (sharrows, bicycle boulevards, shared streets, and advisory lanes), striped bikeways (bike lanes, contraflow bike lanes, and buffered bike lanes), separated bikeways (sidepaths and separated bike lanes), and paths (off-street trails and neighborhood connectors).

Staff has established an Advisory Committee and will conduct outreach in partnership with municipalities and community groups to develop draft recommendations.

14. INFORMATION ITEMS: DelDOT's Administrative Modification Request Letters.

ADJOURNMENT: Mr. Spencer made a motion to adjourn, Ms. Holland seconded the motion. The meeting adjourned at 8:00 p.m.

ATTACHMENTS: (4)



STATE OF DELAWARE
 DEPARTMENT OF TRANSPORTATION
 800 BAY ROAD
 P.O. BOX 778
 DOVER, DELAWARE 19903

JENNIFER COHAN
 SECRETARY

MEMORANDUM

TO: Lindsay Donnellon, Community Planner, FHWA
FROM: Josh Thomas, Planning Supervisor *JT*
DATE: May 31, 2018
RE: WILMAPCO PL Agreement 19-1 & FY19 UPWP (New Castle County Portion)

This is to request your approval of the New Castle County portion of the above-referenced FY19 UPWP, which was approved by the WILMAPCO Council on May 3, 2018 and is funded under WILMAPCO Agreement 19-1 with the Delaware Department of Transportation. The PL-1 Agreement is based on funds provided to WILMAPCO from Federal Highway Administration PL Funds and Federal Transit Administration Section 5303 Funds apportioned to the State of Delaware. This agreement does not include the MPO's carryover of funds from the FY18 UPWP, which will be addressed in PL-2. This agreement also does not cover FHWA or FTA funds apportioned to Maryland which will be used to support WILMAPCO's FY19 UPWP.

If you should have any questions or concerns, please contact me at 302-760-4834 or joshua.thomas@state.de.us.

CONCURRENCE: *Mary Ridgeway* **DATE:** *6/1/2018*
for Lindsay Donnellon, FHWA

JT:na

Attachments (2)

cc: Mary Ridgeway, Division Administrator, FHWA
 Tigist Zegeye, Executive Director, WILMAPCO
 Drew Boyce, Director, Planning
 Lanie Thornton, Director, Finance
 Mike DuRoss, Assistant Director, Regional Systems Planning





STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

JENNIFER COHAN
SECRETARY

LETTER OF AGREEMENT

Wilmington Area Planning Council (WILMAPCO)

And

Delaware Department of Transportation (DelDOT)

This letter of agreement is to further explain to the Federal Highway Administration (FHWA) the usage of toll credits programmed to be used in the 2019 UPWP for WILMAPCO. For the 2019 UPWP for the WILMAPCO organization, DelDOT has approved the MPO to use DelDOT toll credits in the amount of \$283,101 as match for their 2019 Program. The toll credits are being supported by MPO apportioned funding that has been allocated to the WILMAPCO MPO in prior years and was not fully obligated (remaining prior year apportionment). The total amount of Federal dollars being obligated for the 2019 UPWP will be \$2,028,689. The \$2,028,689 is made up of FY 2018 MPO Apportioned funds of \$1,745,588 of which \$1,409,173 is FHWA-Z450 funding and \$336,415 is FTA- 5303 funding, the balance of \$283,101 is using FHWA and FTA remaining prior year apportioned funds.

Signed this 25th day of May, 2018.

For WILMAPCO:

Tigist Zegeye
Executive Director

For DelDOT:

Drew Boyce
Director, Planning

Lanie Thornton
Director, Finance





U.S. Department
of Transportation
**Federal Highway
Administration**

Delaware Division

June 13, 2018

1201 College Park Drive, Suite 102
Dover, DE 19904
(302) 734-5323
(302) 734-3066
<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:
HDA-DE

Tigist Zegeye, Executive Director
Wilmington Area Planning Council
850 Library Avenue, Suite 100
Newark, DE 19711

Dear Ms. Zegeye:

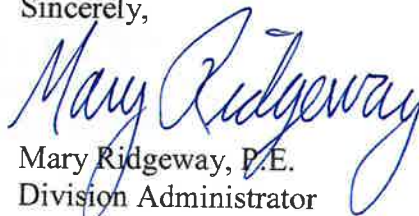
The following is in response to your recent transmittal of the Final FY 2019 Unified Planning Work Program (UPWP) that was developed and adopted by the WILMAPCO Council on May 3, 2018, with a PL Agreement signed on June 1, 2018.

Upon our review of the subject Final UPWP, we have determined that the document satisfies the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 420, 49 CFR Part 18, and other pertinent legislation, regulations, and policies. The only requirement lacking is information on the specifics of the indirect cost from Cecil County that accounts for your 20% match. Our review has been coordinated with FTA and they will send a separate approval letter. We are granting partial approval of the UPWP to include only the Delaware portion of the work program. We anticipate approving the Maryland portion of the UPWP following submission of WILMAPCO Council and Cecil County In-Kind Agreement.

The Delaware portion of the PL funds included in the UPWP are available upon an approved authorization; therefore, this letter only approves the New Castle PL funds for FY 2019 effective July 1, 2018. Expenditure invoicing and progress reports should be submitted regularly, with copies to FHWA and FTA. Expenditures incurred without prior authorization will not be reimbursed.

We appreciate the MPO and the State efforts in the development of the Final FY 2019 Unified Planning Work Program. If you have any questions, please feel free to call Kwame Lindsay Donnellon at (410) 779.7157.

Sincerely,


Mary Ridgeway, P.E.
Division Administrator

By email:

Drew Boyce, DelDOT Planning
Tim Snow, DelDOT Planning
Charlanne Thornton, DelDOT Finance



U.S. Department
of Transportation
**Federal Highway
Administration**

Delaware Division

June 25, 2018

1201 College Park Drive, Suite 102
Dover, DE 19904
(302) 734-5323
(302) 734-3066
<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:
HDA-DE

Tigist Zegeye, Executive Director
Wilmington Area Planning Council
850 Library Avenue, Suite 100
Newark, DE 19711

Dear Ms. Zegeye:

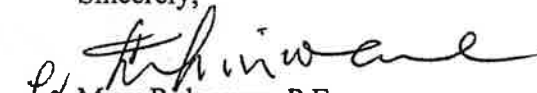
The following is a revision to our recent approval letter of the Final FY 2019 Unified Planning Work Program (UPWP) that was transmitted to you on June 13, 2018.

Upon review of additional information on the In-Kind Agreement between WILMAPCO Council and Cecil County, we have determined that the FY 2019 UPWP satisfies the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 420, 49 CFR Part 18, and other pertinent legislation, regulations, and policies. In the future, FHWA will continue to work with WILMAPCO Council to provide more detail on what specific activities Cecil County Staff members are doing and what their positions entail. The FY 2019 UPWP is now fully approved.

The total PL funds included in the UPWP are available upon an approved authorization; this letter approves the PL funds for FY 2019 effective July 1, 2018. Expenditure invoicing and progress reports should be submitted regularly, with copies to FHWA and FTA. Expenditures incurred without prior authorization will not be reimbursed.

We appreciate the MPO and the State's efforts in the development of the Final FY 2019 Unified Planning Work Program. If you have any questions, please feel free to call Lindsay Donnellon at (410) 779.7157.

Sincerely,


for Mary Ridgeway, P.E.
Division Administrator

Email cc:
Drew Boyce, DelDOT Planning
Tim Snow, DelDOT Planning
Charlanne Thornton, DelDOT Finance



U.S. Department
of Transportation

**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

June 29, 2018

Ms. Tigist Zegeye
Executive Director
Wilmington Area Planning Council
850 Library Avenue, Suite 100
Newark, Delaware 19711

Re: FY 2019 Unified Planning Work Program

Dear Ms. Zegeye:

The FY 2019 Unified Planning Work Program (UPWP) for the Wilmington Area Planning Council (WILMAPCO), as approved by the WILMAPCO Council on May 3, 2018, has been reviewed and is approved effective July 1, 2018.

This authorization is subject to the availability of Federal funds for transportation planning activities in the urbanized area. The Wilmington Area Planning Council Board may request funding for the program in accordance with established procedures.

Mr. Timothy Lidiak, Community Planner, is available at (215) 656-7084 if you have any questions concerning this approval.

Sincerely,

Kathleen Zubrzycki, Director
FUT Office of Planning and Program Development

cc: Lindsay Donnellon, FHWA
Lanie Thornton, DelDOT
Lyn Erikson, MDOT

Increased funds vs. March FY 2019-22 TIP
Decreased funds vs. March FY 2019-22 TIP
New in draft TIP
PROJECT TITLE
(All \$ in 1,000)

Line	Location	Current Estimate	Draft Amendments to the FY 2019-22 TIP - July 2018										Difference vs. FY 2019-22 TIP, March 2018			
			FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2019	FY 2020	FY 2021	FY 2022
			TOTAL	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	TOTAL	FY 2021	FY 2022	TOTAL	TOTAL	TOTAL	TOTAL
1	DE	3,385.0	955.0	284.5	148.5	-	445.0	301.0	189.0	490.0	301.0	189.0	980.0	1,418.5	30.0	-
2	DE	28,000.0	84,279.0	1,444.6	6,569.9	-	8,212.5	1,430.0	5,720.0	7,200.0	800.0	3,200.0	26,592.5	1,418.5	30.0	1,428.5
3	DE	86,699.4	32,465.1	7,953.7	7,131.9	-	11,065.6	6,542.2	4,020.6	7,150.0	1,150.0	5,000.0	50,050.0	8,651.6	(84.7)	1,110.1
4	DE	431,105.4	41,595.0	15,929.3	44,178.8	18.3	60,138.4	15,675.1	43,188.5	59,099.4	12,970.9	35,129.1	106,410.0	10,651.1	(10,000.0)	480.0
5	DE	124,100.0	14,488.9	27,330.0	-	-	17,880.0	17,880.0	-	17,880.0	17,880.0	-	35,960.0	9,690.0	-	9,690.0
6	DE	27,489.2	1,316.5	2,094.3	1,000.0	550.0	3,794.3	3,100.0	200.0	3,794.3	3,100.0	200.0	4,000.0	299.3	100.0	-
7	DE	207,455.0	30,502.7	31,545.0	200.0	80,945.0	30,745.0	200.0	80,945.0	30,745.0	200.0	200.0	124,300.0	1,700.0	900.0	650.0
8	DE	4,718.5	1,356.0	545.0	18.0	563.0	545.0	18.0	563.0	545.0	18.0	18.0	2,532.0	2,532.0	-	1,126.0
9	DE	89,004.2	12,504.2	12,700.0	-	12,700.0	12,500.0	-	12,500.0	12,500.0	-	-	46,700.0	200.0	-	200.0
10	DE	58,578.1	14,793.3	6,180.0	3,833.0	600.0	7,000.0	4,040.0	3,160.0	600.0	4,000.0	3,200.0	31,865.0	2,415.0	1,200.0	1,200.0
11	DE	32,329.0	9,702.3	16,507.6	-	16,507.6	11,000.0	-	11,000.0	8,000.0	-	-	43,507.6	5,507.6	-	5,507.6
12	DE	21,000.0	5,000.0	6,000.0	-	6,000.0	5,000.0	-	5,000.0	5,000.0	-	-	10,000.0	1,000.0	-	1,000.0
13	DE	492,584.2	119,948.2	59,915.1	51,071.3	90,998.8	55,200.0	18,000.0	71,800.0	55,200.0	14,800.0	70,000.0	160,000.0	15,998.8	-	15,998.8
14	DE	96,813.4	16,460.1	9,041.4	6,880.8	15,922.2	7,504.2	6,974.5	13,787.7	7,504.2	6,974.5	13,787.7	27,137.4	2,046.0	(84.1)	1,961.9
15	DE	23,679.5	23,272.0	6,457.0	3,261.1	9,718.1	236.1	1,461.1	1,461.1	1,461.1	1,461.1	1,461.1	16,013.5	7,500.6	(756.4)	5,757.1
16	DE	10,150.5	2,500.0	3,750.0	2,887.8	236.4	905.7	226.4	905.7	1,132.1	226.4	905.7	6,103.5	2,864.2	-	3,239.3
17	DE	64,434.0	2,253.3	3,750.0	6,487.7	6,657.7	9,270.2	9,198.0	1,027.8	10,180.0	1,027.8	9,170.2	26,451.6	(4,590.9)	(3,000.0)	(7,590.9)
18	DE	105,269.2	11,175.0	5,477.0	1,282.5	6,795.5	5,412.0	1,282.5	6,795.5	5,412.0	1,282.5	6,795.5	26,903.1	777.0	732.0	732.0
19	DE	3,800.0	200.3	343.8	-	343.8	900.0	-	900.0	900.0	-	-	1,434.8	43.8	-	43.8
20	DE	101,105.1	14,900.5	24,271.2	1,319.5	25,590.7	17,729.9	199.6	17,729.9	13,113.8	199.6	1,403.4	71,497.0	2,583.4	(80.4)	2,763.2
21	DE	1,580.0	1,500.0	200.0	-	200.0	200.0	-	200.0	200.0	-	-	800.0	50.0	50.0	50.0
22	DE	30,891.8	3,126.8	4,743.8	-	4,743.8	2,495.5	1,950.0	2,495.5	1,950.0	-	-	11,075.4	697.4	195.5	866.9
23	DE	59,230.5	3,237.8	3,505.5	710.3	6,239.3	3,137.1	1,168.9	710.3	3,859.6	1,168.9	710.3	17,779.8	1,480.8	(76.1)	2,703.2
24	DE	89,690.1	3,715.1	1,097.0	7,338.8	130.4	9,468.2	1,333.8	4,850.9	1.9	6,188.6	1,072.8	25,482.8	(70.6)	9.6	(61.2)
25	DE	61,531.6	20,787.7	16,250.0	-	20,787.7	16,250.0	-	16,250.0	14,250.0	-	-	60,537.7	4,537.7	-	4,537.7
26	DE	6,410.0	6,513.9	2,151.5	11,131.1	102.5	13,386.1	1,005.0	9,475.0	96.0	8,509.0	96.0	99,971.1	2,695.1	1,000.0	8,695.1
27	DE	18,181.3	-	50.0	-	50.0	350.0	-	350.0	1,600.0	-	-	6,075.0	(200.0)	(1,300.0)	1,350.0
28	DE	7,700.0	1.6	1,138.6	-	1,138.6	-	-	-	1,600.0	-	-	1,186.6	(278.8)	-	(278.8)
29	DE	15,810.3	90.0	1,450.0	-	1,450.0	3,700.0	900.0	3,700.0	900.0	-	-	7,650.0	2,000.0	-	2,000.0
30	DE	4,750.0	1,300.0	520.0	-	520.0	1,300.0	400.0	1,500.0	1,000.0	-	-	4,250.0	(400.0)	1,000.0	600.0
31	DE	500.0	47.9	288.7	-	288.7	-	-	-	-	-	-	288.7	288.7	-	288.7
32	DE	87,439.9	18,349.3	8,638.7	30,824.3	-	39,453.0	1,991.2	7,556.8	9,558.5	-	-	49,411.5	(447.0)	1,458.5	911.5
33	DE	2,715.3	1,524.1	1.0	4.0	-	5.0	-	-	-	-	-	5.0	5.0	-	5.0
34	DE	52,400.0	957.0	2,048.5	6,374.1	79.5	8,505.1	9,400.7	13,720.5	45.5	22,865.7	8,459.3	50,446.1	(1,050.7)	953.7	(1,050.7)
35	DE	37,883.2	800.0	4,313.3	1,049.6	-	5,301.0	2,800.0	11,000.0	14,500.0	2,000.0	11,000.0	94,001.0	2,851.0	-	2,851.0
36	DE	1,654.6	72.0	-	-	-	-	-	-	-	-	-	200.0	-	-	-
37	DE	14,253.0	-	-	-	-	-	-	-	-	-	-	1,532.0	-	-	-
38	DE	6,002.2	125.1	29.8	119.2	-	149.0	200.0	800.0	632.0	-	-	1,532.0	99.0	-	99.0
39	DE	53,091.5	8,576.1	3,708.2	15,975.5	19,683.7	1,492.6	9,833.3	11,125.8	200.0	1,000.0	-	92,009.6	3,712.0	3,662.7	2,844.0
40	DE	16,175.3	3,974.1	-	1,453.2	-	1,453.2	-	-	-	-	-	1,453.2	1,153.2	-	1,153.2
41	DE	14,919.3	2,472.1	1,076.6	9,707.8	-	10,788.4	-	-	-	-	-	10,788.4	1,712.5	-	1,712.5
42	DE	8,045.9	2,165.8	2,000.0	-	2,000.0	3,000.0	-	-	-	-	-	3,000.0	-	-	-
43	DE	2,400.0	-	-	-	-	-	-	-	-	-	-	1,100.0	-	-	-
44	DE	148,500.0	790.0	500.0	2,000.0	-	2,500.0	600.0	2,400.0	3,000.0	104.7	418.8	7,002.8	(1,400.0)	450.0	978.8
45	DE	13,432.6	5,874.9	238.2	2,981.3	-	3,202.5	102.6	923.2	1,023.8	-	-	4,228.4	1,669.8	25.8	1,695.6
46	DE	8,633.5	3,647.6	3,072.2	-	3,072.2	128.5	-	-	-	-	-	3,225.7	(951.9)	-	(2,184.7)
47	DE	2,860.0	112.6	217.1	868.5	-	1,085.6	200.0	800.0	1,000.0	100.0	400.0	2,835.6	(114.4)	500.0	865.6
48	DE	3,050.0	-	200.0	350.0	-	550.0	750.0	3,750.0	2,500.0	-	-	3,000.0	(950.0)	1,000.0	50.0
49	DE	10,187.1	16.8	173.9	-	173.9	10.0	-	-	1,000.0	-	-	4,123.0	77.3	(1,400.0)	(1,497.7)
50	DE	24,741.0	13,802.8	745.1	2,978.7	-	3,723.8	-	-	3,000.0	-	-	3,723.8	2,987.1	-	2,987.1
51	DE	81,679.3	9,332.1	25,535.5	15,772.8	25.4	40,937.7	6,258.8	3,000.0	9,219.8	10,219.8	-	61,453.3	22,063.3	(7,705.4)	19,747.9
52	DE	2,500.0	-	-	-	-	-	-	-	200.0	-	-	450.0	-	-	-
53	DE	2,720.0	131.8	50.0	-	-	20.0	580.0	-	580.0	-	-	1,650.0	(75.0)	580.0	1,000.0
54	DE	219,275.0	3,784.0	10,470.8	2,245.7	-	12,716.4	21,300.0	12,800.0	36,000.0	22,200.0	48,800.0	174,716.4	(10,455.4)	11,000.0	32,453.4

www.willmapco.org/tip



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

JENNIFER COHAN
SECRETARY

July 12, 2018

Ms. Tigist Zegeye
Executive Director
WILMAPCO
850 Library Avenue, Suite 100
Newark, Delaware 19711

Dear Ms. Zegeye:

Pursuant to the adoption of Wilmington Area Planning Council's (WILMAPCO) Fiscal Year 2019 - 2022 TIP and the Delaware Department of Transportation's Fiscal Year 2019 - 2022 STIP, I am recommending programming Federal funds for Fiscal Year 2019 projects as follows:

Surface Transportation Block Grant Program (STBG) (Population over 200,000) (Z230)

<u>Project</u>	<u>Amount</u>
Little Baltimore Road Drainage Improvements	\$1,600,000
Christina River Bridge Approaches	\$8,706,546
Christina River Bridge	\$3,000,000
Bridge Preservation (BR 1-022; 1-148; 1-251; 1-302; 1-714)	\$4,660,000
Bridge Painting, New Castle County	\$3,200,000
Total:	\$21,166,546

FTA Urbanized Area (5307)

<u>Project</u>	<u>Amount</u>
Preventive Maintenance - New Castle County	\$5,200,000
Claymont Station	\$3,400,000
NCC Transit Center	\$800,000
Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20	\$6,931,800
Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	\$3,530,880
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13 th St	\$1,050,000
Beech Street Maintenance Building	\$2,400,000
Total	\$23,312,680

July 12, 2018

Congestion Mitigation/Air Quality (CMAQ) (Z400)

<u>Project</u>	<u>Amount</u>
Statewide Rideshare – Transportation Management Improvements	\$360,000
Statewide Bicycle and Pedestrian Improvements	\$3,931,708
Elkton Road – MD Line to Casho Mill Rd	\$3,000,000
Statewide Transportation Management Improvements	\$2,544,000
Total	\$9,835,708

FTA Elderly and Persons with Disabilities (5310)

<u>Project</u>	<u>Amount</u>
Statewide Transit Vehicle Replacement	\$458,596
Total	\$587,943

Transportation Alternatives Program (Z300, Z301, 5307)

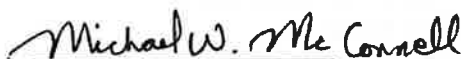
<u>Project</u>	<u>Amount</u>
Statewide Transportation Alternatives (FHWA)	\$2,081,957
Transportation Alternatives Wilmington Urbanized Area (FTA)	\$160,000
Total	\$2,241,957

We respectfully request your approval by way of signature on this document. If you have any questions, please contact me at (302) 760-2679.

Sincerely,

APPROVED: _____

Tigist Zegeye
Executive Director



Michael McConnell
Budget & Program Analyst, Finance

cc: Mary Ridgeway, Division Administrator, FHWA
Theresa Garcia Crews, Regional Administrator, FTA
Jennifer Cohan, Secretary
Lanie Thornton, Director, Finance
Anne Brown, Assistant Director, Finance
Robert McCleary, Director, Transportation Solutions
Shante Hastings, Director, Policy & Performance
Drew Boyce, Director, Planning
John T. Sisson, Chief Executive Officer, Delaware Transit Corporation

A	B	C	D	E	F	G	J	M
1			FY 2019 FHWA OBLIGATIONAL PLAN					
2			7/12/2018					
3	STATE		STBG Program - Urbanized Areas With Population Over 200K					
4	PROJECT	APPORT	PROJECT				FED \$	FUNDS
5	NUMBER	CODE	TITLE	REASON	STIP	PROGRAM NAME	AUTH	TO BE OBLIGATED
6	T201807701	Z230	BRIDGE PAINTING, NEW CASTLE COUNTY, FY20	CONS	ADDED 1.24.18	BR PAINT	3,200,000.00	3,200,000.00
7	05-10006	Z230	BRIDGE PRESERVATION		UPDATED 3.28.18	Bridge Pres	140,000.00	140,000.00
8	T201807103	Z230	BR 1-022 AND BR 1-525 ON SHARPLEY ROAD	CONS	UPDATED 5.7.18	Bridge Pres	720,000.00	720,000.00
9	T201507405	Z230	BR 1-148A&B ON N330 GREENBANK ROAD OVER RED CLAY CREEK	CONS	UPDATED 12.26.17	Bridge Pres	720,000.00	720,000.00
10	T201507406	Z230	BR 1-251 ON N355 HARMONY ROAD OVER WHITE CLAY CREEK	CONS	UPDATED 10.25.16	Bridge Pres	2,400,000.00	2,400,000.00
11	T201607103	Z230	BRIDGE REPLACEMENTS ON SR9, BR 1-302 OVER TOM CREEK AND BR 1-304 OVER GAMBLES GUT	CONS	UPDATED 3.28.18	Bridge Pres	640,000.00	640,000.00
12	T201507402	Z230	BR 1-714 ON N347 CHAPMAN ROAD OVER I-95	ROW	UPDATED 07.27.16	Bridge Pres		40,000.00
13	T200512102	Z230	CHRISTINA RIVER BRIDGE APPROACHES	CONVERT	UPDATED 6.26.18 FOR AWARD OF PROJECT		8,706,545.51	8,706,545.51
14	T201612101	Z230	CHRISTINA RIVER BRIDGE SECOND CONTRACT	CONVERT	UPDATED 5.9.18 FOR CTP		3,000,000.00	3,000,000.00
15	T201404101	Z230	LITTLE BALTIMORE ROAD DRAINAGE IMPROVEMENTS	CONS	UPDATED 7.27.16 Moved to FY19			1,600,000.00

A		B		C	D		E	F	G	J	M
1					FY 2019 FHWA OBLIGATIONAL PLAN						
2					7/12/2018						
3	STATE	PROGRAM			Congestion Mitigation & Air Quality Improvement (CMAQ)						FUNDS
4	PROJECT	FEDERAL		APPORT	PROJECT						TO BE
5	NUMBER	FUNDS		CODE	TITLE		REASON	STIP	PROGRAM NAME	AUTH	OBLIGATED
6	T201830001			Z400	CAPITAL CITY TRAIL PHASE III, SOUTH STATE STREET TO US13		CONS	UPDATED 2.14.18	BIKE PED	16,000.00	16,000.00
7	T201630004			Z400	GEORGETOWN TO LEWES RAIL WITH TRAIL PHASE II		CONVERT	UPDATED 10.12.17	BIKE PED	1,203,000.00	1,203,000.00
8	T201330012			Z400	JUNCTION AND BREAKWATER PATHWAY, REHOBOTH BEACH EXTENSION		ROW	UPDATED 10.9.17	BIKE PED	125,000.00	125,000.00
9	T201330012			Z400	JUNCTION AND BREAKWATER PATHWAY, REHOBOTH BEACH EXTENSION		CONS	UPDATED 10.9.17	BIKE PED	500,000.00	500,000.00
10	T201701105			Z400	MCCOY ROAD PEDESTRIAN BRIDGE		CONVERT	UPDATED 10.9.17	BIKE PED	140,000.00	140,000.00
11	T201630001			Z400	OPEN END CONSTRUCTION CONTRACT, STATEWIDE TRAILS NCC FY16-FY18		CONVERT	ADDED 5.1.18	BIKE PED	454,635.20	454,635.20
12	T201630002			Z400	OPEN END CONSTRUCTION CONTRACT, STATEWIDE TRAILS KENT AND SUSSEX		CONVERT	ADDED 5.1.18	BIKE PED	710,072.46	710,072.46
13	T201630003			Z400	SENATOR BIKEWAY		CONS	UPDATED 10.9.17	BIKE PED	435,000.00	435,000.00
14	T201601201			Z400	US 13 DOVER SIDEWALK IMPROVEMENTS		CONVERT	UPDATED 10.12.17	BIKE PED	348,000.00	348,000.00
15	T201504401			Z400	ELKTON ROAD - MID LINE TO CASHO MILL RD		CONS	UPDATE 1/25/18	BIKE PED	3,000,000.00	3,000,000.00
16	T201904801			Z400	RIDESHARE FY19		PD	ADDED 5.31.18		360,000.00	360,000.00
17	05-10186			Z400	TRANSPORTATION MANAGEMENT IMPROVEMENTS			UPDATED 7.12.18	TMI	2,544,000.00	2,544,000.00

**Federal Fiscal Year 2018 Obligation Plan
State Fiscal Year 2019 Spend**

ITMS State Fiscal Year 2019 Spend

Description	Federal Amount	State Amount	Total	STP/CMAQ	Justification
ITMS Planning and Engineering	\$1,132,000.00	\$283,000.00	\$1,415,000.00	STP	Planning and Engineering consultant support to provide traffic signal software on-call support, on-call ITS planning and engineering, University of Delaware ITS Lab support, transportation homeland security and emergency management planning support, FCC required WTMC radio engineering, Transportation Management Team (TMT) program support, TMC Technician training, and ITMS related software development and network support.
					Planning and Engineering consultant services to provide traffic signal timing analysis; ITMS systems design; development of ITMS systems related specifications; ITMS telecommunications system design to support statewide expansion of computerized traffic signal system, transportation system monitoring devices, and travel information systems. Work under this project includes the review and retiming of signalized corridors statewide, design of microwave vehicle detection systems, the continuation of design to computerized signal system sampling detection sites statewide, and design weather stations. Work will also include the design of DSRC and 4.9 GHz sites to support connected vehicles.
ITMS Planning and Engineering	\$636,000.00	\$159,000.00	\$795,000.00	CMAQ	Provides for purchase of ITMS related Transportation Management Center (TMC) computers and networking equipment, ITMS related software as required to support the continued expansion of the statewide ITMS system, including enhancement of the computerized signal system. Includes central office related software to support the continued implementation of connected and automated vehicles.
ITMS/TMC Systems	\$326,400.00	\$81,600.00	\$408,000.00	STP	This project is a phase of a multi-year project to implement a fiber optic and wireless based statewide telecommunication system to support connection of facilities and transportation management control, monitoring and information field devices; to include traffic signals, electronic signing, electronic detection, etc. This phase includes the installation/upgrade of our fiber optics networks. Continued implementation of 4.9 GHz statewide broadband wireless telecommunication systems to support expansion of the ITMS system to include connected and automated vehicles.
ITMS Telecommunications	\$916,000.00	\$229,000.00	\$1,145,000.00	CMAQ	This project is a phase of a multi-year project to enhance DelDOT's mobile app, including the enhancement of voice recognition, real-time bus arrival information, and user personalization. The mobile app provides traveler information for traffic flow, weather information, and transportation system status.
ITMS Mobile App	\$432,000.00	\$108,000.00	\$540,000.00	CMAQ	This is a phase of a multi-year project to add all the DelDOT maintained traffic signals to the computerized signal system. This phase will continue to add more signals to the computerized system. Enhancement of signal controllers to provide connected and automated vehicle technology support statewide.
ITMS Field Devices /Support - Traffic Signal System	\$195,200.00	\$48,800.00	\$244,000.00	STP	

**Federal Fiscal Year 2018 Obligation Plan
State Fiscal Year 2019 Spend**

ITMS Field Devices /Support - Video Management System	\$260,800.00	\$65,200.00	\$326,000.00	STP	This is the enhancement of the video management system. This includes the addition of pole mounted cameras and portable trailer mounted cameras
ITMS Field Devices /Support - Dynamic Message Sign System	\$178,400.00	\$44,600.00	\$223,000.00	CMAQ	This is a phase of a multi-year project to design, construct and implement both fixed location and portable electronic dynamic message signs (DMS). The DMS are controlled and monitored real-time from the TMC. The DMS provide the capability to display travel information prior to key decision points. This project is to build new and/or enhance existing permanent DMS statewide.
ITMS Field Devices /Support - Electronic Detection System	\$108,800.00	\$27,200.00	\$136,000.00	STP	This is a continuation phase of a multi-year project to implement a statewide automated real-time vehicle detection system. The detection system will provide a variety of information to include vehicle volumes, classification, speed, travel time and congestion monitoring. The collected data will be used for real-time control, monitoring and information plus the data will be stored for planning purposes. This project phase provides for four fixed location solar powered microwave detection sites to be determined.
ITMS Field Devices /Support - Roadway Weather Information System	\$127,200.00	\$31,800.00	\$159,000.00	CMAQ	This project is a planned multi-year project to expand the existing roadway weather information system to include the addition of unobtrusive roadway surface monitoring detectors. This includes the ability to add devices statewide that will be monitored and controlled at the TMC.
ITMS Field Devices /Support - Roadway Weather Information System - Hydrology	\$108,800.00	\$27,200.00	\$136,000.00	STP	This project is a planned multi-year project to expand the existing roadway weather information system flood monitoring sites. This phase is a continuation of work on expansion and upgrades to existing water level monitoring sites.
ITMS Field Devices /Support - Traveler Information System	\$254,400.00	\$63,600.00	\$318,000.00	CMAQ	This project is a planned multi-year project to expand the existing WTCM 1380 AM traveler information radio system to provide statewide coverage. This phase is the continuation in project design, construction and implementation of WTCM 1380 AM repeater sites statewide. The WTCM 1380 AM radio system provides 24 hour real-time multimodal travel, incident and emergency information. WTCM 1380 AM is a component of DelDOT's transportation management and congestion mitigation program.
ITMS Field Devices /Support - Incident Management Program	\$44,000.00	\$11,000.00	\$55,000.00	STP	This project provides for aerial monitoring services by the Civil Air Patrol (CAP). The CAP provides daily flights morning and evening peak periods and provide information to the TMC on the status of the transportation system to include the impact of incidents such as accidents and disabled vehicles.
TOTAL FY19 PROGRAM	\$4,720,000.00	\$1,180,000.00	\$5,900,000.00		

STP	\$2,176,000.00	80%	\$2,720,000.00
CMAQ	\$2,544,000.00	80%	\$3,180,000.00
TOTAL FY 19 PROGRAM	\$4,720,000.00	80%	\$5,900,000.00

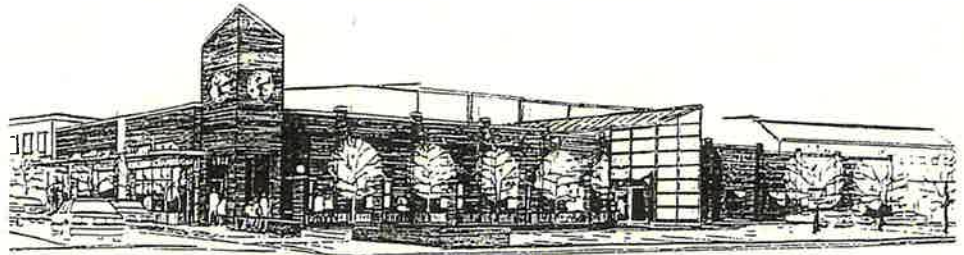
	A	B	C	D	E	F	G	J	M
1				FY 2019 FHWA OBLIGATIONAL PLAN					
2				7/12/2018					
3	STATE	PROGRAM		STBG Program					FUNDS
4	PROJECT	FEDERAL	APPORT	PROJECT				FED \$	TO BE
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	PROGRAM NAME	AUTH	OBLIGATED
6	05-10006		Z231	BRIDGE PRESERVATION			Bridge Pres	2,000,000.00	2,000,000.00
7	T201500201		Z231	HEP KC, SR 8 & SR 15 INTERSECTION IMPROVEMENTS	PE	ADDED 5.22.18		80,000.00	80,000.00
8	T201500202		Z231	HEP, KC, US13, LOCHMEATH WAY TO PUNCHEON RUN CONNECTOR	PE	ADDED 2.6.18		610,066.74	610,066.74
9	T201604501		Z231	KENTON RD, SR 8 TO CHESTNUT GROVE ROAD	ROW	UPDATED 5.4.18		960,000.00	960,000.00
10	T201012001	5,200,000.00	Z231	SR 299, SR 1 TO CATHERINE STREET	CONS	UPDATED 5.11.17		200,000.00	200,000.00

	A	B	C	D	E	F	G	J	M
1				FY 2019 FHWA OBLIGATIONAL PLAN					
2				7/12/2018					
3	STATE	PROGRAM		TRANSPORTATION ALTERNATIVES PROGRAM					FUNDS
4	PROJECT	FEDERAL	APPORT	PROJECT				FED \$	TO BE
5	NUMBER	FUNDS	CODE	TITLE	REASON	STIP	PROGRAM NAME	AUTH	OBLIGATED
6	05-10048	3,400,000.00	Z303	TRANSPORTATION ALTERNATIVES - FHWA		UPDATED 6.8.18	TAP	119,154.00	119,154.00
7	05-10048		Z302	TRANSPORTATION ALTERNATIVES - FHWA		UPDATED 5.14.18	TAP	287,363.00	287,363.00
8	05-10048		Z300	TRANSPORTATION ALTERNATIVES - FHWA		UPDATED 6.8.18	TAP	908,979.00	908,979.00
9	05-10048		Z301	TRANSPORTATION ALTERNATIVES - FHWA		UPDATED 5.14.18	TAP	766,461.00	766,461.00
10	T201620004		Z302	BRADFORD STREET STREETSCAPE ENHANCEMENTS	CONVERT	UPDATED 5.23.18	TAP	120,000.00	120,000.00
11	T201601202		Z303	TOWN OF HARTLY SIDEWALK IMPROVEMENTS	CONS	ADDED 6.8.18	TAP	136,000.00	136,000.00
12	T201601202		Z300	TOWN OF HARTLY SIDEWALK IMPROVEMENTS	CONS	ADDED 6.8.18	TAP	520,000.00	520,000.00

	A	B	C	D	E	G	H	I
1				FTA - FY2019 OBLIGATIONAL PLAN				
2	FTA Urbanized Area							
3								
4	CTP FUNDING	DRAFT	STATE PROJECT	FTA GRANT	FEDERAL FUNDS	DIVISION	SEC	
5	TYPE/CATEGORY	CTP PAGE #	NUMBER	NUMBER	PROGRAMMED	ASSIGNED	CODE	PROJECT TITLE
6	Support Systems/Operating		08-70008		201,732	DTC	5307W	Statewide - Jobs Access Reverse Commute (JARC) FY19, New Castle
7	Support Systems/Operating		08-70008		60,747	DTC	5307K	Statewide - Jobs Access Reverse Commute (JARC) FY19, Kent
8			T201651201		3,400,000	DTC	5307W	Claymont Station (CON) - was reconfigured @ 5337
9	Road System-Other/Management		05-10048		160,000	DESIGN	5307T	TA Project - Urbanized area
10			T201353111		800,000	DTC	5307W	NCC Transit Center (ROW)
11	Transit System-Vehicles/Replacement		14-11011		6,931,800	DTC	5307W	Transit Vehicle Replacement (60) 40' Low Floor Buses NCC FY20
12			12-90016		3,530,880	DTC	5307W	Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20
13	Support Systems/Operating		T201950601		5,200,000	DTC	5307W	Preventative Maintenance, Wilmington, FY19
14	Support Systems/Operating		T201950601		95,400	DTC	5307K	Preventative Maintenance, Dover, FY19
15			07-22405		272,400	DTC	5307K	Transit Vehicle Replacement Paratransit Buses Kent FY16-22
16			12-90017		1,569,280	DTC	5307K	Transit Vehicle Replacement (4) 30' Low Floor Buses KC FY20
17			T201753108	1396-2018-2	2,400,000	DTC	5307W	Beech Street Maintenance Building Cons
18					0	DTC	5307S	Unprogrammed, Salisbury Urbanized Area
19			T201701901		1,050,000		5307W	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street

	A	B	C	D	E	G	H	I
1				FTA - FY2019 OBLIGATIONAL PLAN				
2	FTA 5310							
3								
4	CTP FUNDING	DRAFT	STATE	FTA	FEDERAL	DIVISION	SEC	
5	TYPE/CATEGORY	CTP PAGE #	PROJECT	GRANT	FUNDS	ASSIGNED	CODE	PROJECT TITLE
6	Transit System-Vehicles/Preservation		NUMBER	NUMBER	PROGRAMMED			
7	Transit System-Vehicles/Preservation		11-53101		220,126	DTC	5310W	Vans for Elderly & Handicapped, FY20 NCC
8	Transit System-Vehicles/Preservation		11-53101		137,579	DTC	5310K	Vans for Elderly & Handicapped, FY20 Kent
			11-53101		100,891	DTC	5310S	Vans for Elderly & Handicapped, FY20 Sussex

5



Robert J. Alt, Mayor

Board of Commissioners:

Jean A. Broomell

Mary Jo Jablonski

Charles H. Givens, Sr.

Earl M. Piner, Sr

Town Administrator:

Lewis H. George, Jr.

July 6, 2018

Mr. John Sisson
 Chair, WILMAPCO Council
 Delaware Transit Corporation
 119 Lower Beech Street
 Suite 100
 Wilmington, Delaware 19805

Re: Town of Elkton Pedestrian Plan

Dear Mr. Sisson:

Regretfully, I will not be able to attend the WILMAPCO meeting on July 12. Notwithstanding, and on behalf of Elkton's Board of Commissioners, I wanted to let you know that we support and endorse the **Elkton Pedestrian Plan ("Plan")** and will be adopting the Plan by resolution at our meeting scheduled for July 18, 2018. We are excited by the development of this Plan and thankful for the professional collaboration we experienced with WILMAPCO and MD SHA during the course of its development.

We look forward to WILMAPCO's joining us in the formal adoption of this Plan and would like to thank Jacob Thompson and Bill Swiatek for working so closely with us as we work to improve pedestrian access for the citizens of the Elkton community. Thank you!

Sincerely yours,

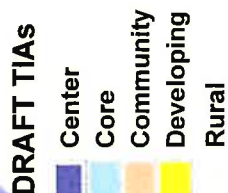
Robert J. Alt,
 Mayor

Copy: Ms. Tigist Zegeye, Executive Director, WILMAPCO

TOWN OF ELKTON

Elkton Municipal Building, 100 Railroad Avenue, P.O. Box 157, Elkton, Maryland 21922-0157
 TELEPHONE: (410) 398-0970 FAX: (410) 392-6633 E-MAIL: administration@elkton.org WEBSITE: www.elkton.org

TIA Investment Area Definitions



July 2018

WILMAPCO

Further, there are managerial areas with the highest concentrations of production and/or employment with strong employment trends and development potential and opportunities for significant re-development. The transportation objective for these areas is to provide intermodal transportation facilities with an emphasis on public transportation, walking and bicycling, and to make existing and planned improvements in table and street as feasible.

Core. These are non-municipal areas which contain densely settled population and employment patterns. In addition, these areas sustain a substantial amount of key regional transportation infrastructure encompassing all modes. The transportation objective for these areas is to maintain the existing infrastructure while allowing for system expansion for all modes of transportation, including the expansion of

Community. These are areas with well established land uses and development patterns and where growth and development pressures are expected to be moderate. The transportation objective for these areas is to expand and improve transportation facilities and services, and to make each as safe and efficient as feasible.

These are rural areas where limited growth and development exist or are expected, where rural land is the dominant land use, and where the rural economy is the dominant economic activity. These areas are rural areas where limited growth and development exist or are expected, where rural land is the dominant land use, and where the rural economy is the dominant economic activity.

to be preserved. The transportation objective of these areas is to preserve existing transportation facilities and services and to manage the transportation system to support the preservation of the natural environment.